[TFR 17-1]

	[Stamp]	[Stamp]
[Illegible handwriting]	MID USSR	Declassified
Bazykin, V. I.	USA Department	22 Sep 1992
[Illegible Handwriting]	Secret	[End Stamp]
	Vkh No. [Illegible]	
	11 Nov 1953	
	[End Stamp]	Secret Copy No. 16

[Handwritten "17" at top right corner of page]

Telephoned Telegram by VCh

From Prague 11 March 1953 to Deputy Minister of Foreign Affairs Comrade Podtserob, B.F.

[Illegible handwriting on left margin]

On 11 March at 1550 hours the Ministry of Foreign Affairs of the Czechoslovakian Republic sent the following demarche by messenger to the Embassy of the USA in Prague. "The Ministry of Foreign Affairs on behalf of its government in the most categorical manner protests the gross violation of the Czechoslovakian state border and Czechoslovakian airspace by American military airplanes which occurred on 10 March 1953.

On 10 March 1953, two American F-84 jet airplanes penetrated into Czechoslovakian state territory. At 1105 hours, 18 kilometers south-southwest of the city of Pilsen at a distance of 40 kilometers from the state border they met with patrolling Czechoslovakian fighters. The American flyers were given the signal to land, however they did not comply with this order. In the dogfight, one of the American airplanes turned and ran to the west and the second [airplane] received a direct hit, caught on fire, gradually descended and disappeared in a southwesterly direction.

The Czechoslovakian government has repeatedly and categorically protested the systematic and deliberate violation of Czechoslovakian airspace by American warplanes. The Czechoslovakian government at the same time has let it be known that complete responsibility for overflights of Czechoslovakian airspace by American airplanes as well as all resulting [TFR 17-2]

[Handwritten "18"]

2.

consequences fall exclusively on the U.S. government. In the face of these irrefutable facts and evidence, the U.S. government was forced to acknowledge the numerous violations of Czechoslovakian airspace and repeatedly assured the Czechoslovakian government that they have taken steps not to violate the Czechoslovakian air border again. The U.S. Embassy has asserted that it is forbidden for American pilots of high speed aircraft flying in occupied Germany to approach within 10 miles of the Czechoslovakian border. In spite of the fact that the Czechoslovakian government has persistently called attention to the consequences of violations of the Czechoslovakian border by American aircraft and in spite of the repeated assurances by the U.S. government, the systematic and deliberate penetration of Czechoslovakian territory continues.

This latest penetration of Czechoslovakian state territory by American military aircraft on 10 March 1953 is only a continuation of earlier provocations.

The Czechoslovakian government in the most resolute manner protests the violation of Czechoslovakian territorial sovereignty by American military aircraft and again draws attention to the fact that complete responsibility for the overflights of Czechoslovakian territory by these airplanes and for all consequences belong exclusively to the U.S. government.

The demarche of the US Ambassador, No. 2 of 11 March 1953, is only an unsuccessful attempt to distort the facts in such a way as to avoid responsibility. The Ministry of Foreign Affairs on behalf of its government in the most categorical way reject this note.

[TFR 17-3]

3.

[Handwritten "19"]

The Ministry of Foreign Affairs assures the Embassy of the U.S. of its respect.

Prague, 11 March 1953" Bogomolov.

translated by Solovova [Illegible] Frantsuzova [Signature of Frantsuzova?] [part of date illegible] 1953, 2045 hours

sent to
comrades: Malenkov
Beriya
Molotov
Voroshilov
Khrushchev
Bulganin
Kaganovich
Mikoyan
Saburov
Pervukhin

Malik
Pushkin
Podtserob
4th European Department
USA Department
[File?] [TFR 17-4]

DECLASSIFIED SECRET

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R E P O R T

On 13 December 1952, a commission consisting of: the Chairman, Commander V.Ch. 45567, Guards General-Major MILYAEV and members [of the commission] - Commander V.Ch. 35379 - Colonel M.K. STROKOV, Commander Anti-Aircraft Group Colonel I.M. RASTVOROV, V.Ch. 12906 officer Lieutenant Colonel P.F. PUZYR', Commandant Border Section Major BOLDOV, V.Ch. 45567 officer - Lieutenant Colonel BONDARETs formed this report based on the following:

On 12 December 1952 at 1925 Vladivostok time, a U.S. Naval aviation aircraft, a piston-engine bomber at an altitude of 1800- 2000 [meters] violated the frontier border of the Union of Soviet Socialist Republics from the Korean Peoples Democratic Republic at map coordinates (9060-3560) 1:100,000 - 4th edition 1948. The plane flew along the course: FANZA (9036), OZERO (8838a), marker 5.3 (8840) and further [seaward], where it turned and at 1927 again appeared in the lake region (9442b) and flew along a course 9640g, south of marker 4.6 (9838v), [grid] 9836a, village 61.6 (0034), grid (0032b), the island in the TUMYNSTAN (0032g), grid (9832b), grid (9836a), Maloe Krugloe Ozero (9638g), the southern shore of Bol'shoe Krugloe Ozero (9440b), grid (9442b), and then along course 135 degrees out to sea.

The above-mentioned aircraft dropped two illuminating flares after crossing the border of the USSR in

the vicinity of the workers' settlement of Khasan Station. On the illuminating flare cases were the following markings:

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"Aerial Parachute Illuminating Cartridge Mark 5
 Model-9.  Serial No. - 14-S-52.  May-1952
 USA.  Naval Munitions Depot, Greer Indiana.
 Remarks . . . . . 998
 Air Department, Naval Forces Headquarters, Indiana
 7-31-51 41m."
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Afterwards, [the aircraft] fired on the Workers' settlement of Khasan Station and dropped a 250kg bomb (fragmentation type) which formed a crater with a diameter of 3 meters and a depth of 80 cm.

As a result of the gunfire and bombing, the following were destroyed:

the glass was blown out of 230 frames in 10 homes, 5 doors were broken (school building), the porch was destroyed on one home; as a result of the gunfire, the exterior plaster was damaged on 4 homes, a slate roof was damaged on one home, and lines of government communication (3 cables) were damaged for a length of 200 meters.

The hospital, school, and a section of homes were temporarily out of order as a result of the gunfire and bombing.

Overall material loss is fixed at 158,550 rubles.

[TFR 17-5]

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     Material Evidence:
          In the area of the gunfire and bombing was found:
     1.  Two illuminating flare casings with markings (described
above).
     2.  Bomb fragments, on one was written VA-222.
     3.  Six 20mm rounds, of which two had fuses with markings
          - KOR-38-743  9-44  GBTT - 71 E4
            KOR-38-205 10-44  ROT 71 E4: and on one shell casing
          - KOR 20G.  On two shells were markings City Greer
            State Indiana.
     4. The vane from an expended bomb.
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An anti-aircraft group, located at a covered bridge in the region of the Khasan RR station, opened fire on the illuminating flares and destroyed them. The [group] knocked the aircraft off course and denied it the opportunity to precision drop the bomb.

FINDINGS: 1. The commission established that the aircraft did violate the frontier border of the USSR on 12 December 1952 in the vicinity south of Khasan Lake. It was presumed to be a piston- engine Naval Aviation B-26 of American nationality and this was confirmed by material evidence. The plane [penetrated] from 4 to 8 kilometers deep.

2. The strafing and bombing of the workers' settlement at the Khasan Station did occur.

3. Material damage inflicted on the government and local populace in he amount of 158,550 rubles and the temporary loss of the school, hospital, and a section of homes of the workers' settlement of Khasan Station.

Attachments: 1. Map layout 1:100,000 - 4th edition 1948;

2. Six 20mm rounds, of which: three are unexploded, a large fragment stenciled with VA-222 and small fragments (only for the first addressee);

3. Two illuminating flare casings and the vane from an expended bomb (only for the first addressee).

This constitutes the entire incident in the area of Khasan station.

The CHAIRMAN AND MEMBERS OF THE COMMISSION

Confirm: CHIEF 3RD DETACHMENT 2ND STAFF DEPARTMENT
GUPV MGB USSR - COLONEL

9 January 1953 [Signature] (VEDENIN) [TFR 17-6]

	[Stamp]	[Handwritten "11"]
	Declassified	
	22 Sep 1992	Secret Copy No. 2
	[End Stamp]	22 January 1953
[Illegible Handwriting]		Issue No. 55/usa

To Comrade MALIK, Ya. A.

In connection with the TASS report of 21 January of this year (page 32-d), I report that the MID, USSR was informed that the Japanese fishermen who were detained in the summer of 1952 near the islands of the [Lesser?] Kurile chain saw an American B-29 airplane shot down in the area of Yurij Island on 7 Oct 1952 by Soviet fighters. This circumstance was brought to the attention of the TsK,CPSU when the MID and the KGB introduced for discussion the proposal to evict from Yurij Island Japanese schooners from which the aforementioned Japanese fisherman fished.

It follows, that the very fact that Japanese fishermen were able to see the encounter between Soviet fighters and the American bomber testifies to the falsity of the American version. In their demarche of 16 December 1952 they allege that the American airplane was intercepted 32 miles from Yurij Island and approximately 6 miles from the island of Hokkaido. If in reality it was this way, then the Japanese fishermen would not have been able to observe the encounter of the airplanes which took place at a distance of 32 miles.

I think that we should take no further action in connection with this report.

Send two copies ms/NE.	[Signature.] (V. Bazykin)
1 - Comrade Malik	[Handwritten "Official:"]
2 - file	[Illegible Signature]
No. 107.	
22 Jan 53	